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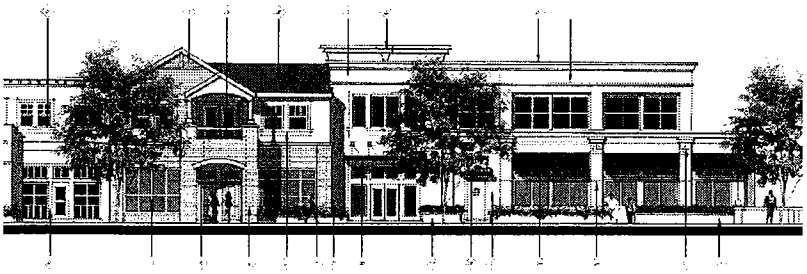

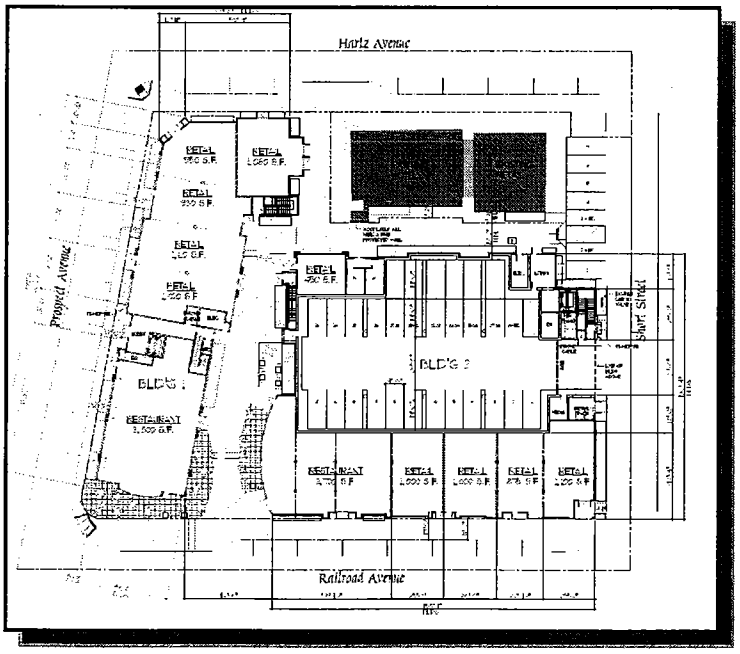

Final

Traffic Impact Study for Danville Hotel Expansion

In the Town of Danville

February 24, 2011

Pleasanton
Fresno
Sacramento
Santa Rosa

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Exhibit I

TJKM
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Vision That Moves Your Community

Final

Traffic Impact Study for Danville Hotel Expansion

In the Town of Danville

February 24, 2011

www.tjkm.com

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project site, it should be noted that the net increase in leasable area is from an existing 17,590 s.f. to the ultimate 38,795 s.f. at the completion of the proposed project. This reflects an increase of 21,205 s.f. (121%). In addition, the impact on the adjacent on-street parking was evaluated.

Summary

Traffic Impacts

The Project is expected to generate approximately 1,226 additional daily trips, with 88 trips during the a.m. peak hour, 107 trips during the commute p.m. peak hour, 98 trips during the school p.m. peak hour and 95 trips during the mid-Saturday a.m. peak hour.

The study focused on evaluating traffic operations at the following 11 intersections that may potentially be impacted by the Project:

1. San Ramon Valley Boulevard at Railroad Avenue/Hartz Way/Hartz Avenue
2. Hartz Avenue/Church Street
3. Hartz Avenue/Prospect Avenue
4. Hartz Avenue/Diablo Road
5. Hartz Avenue/Linda Mesa Avenue
6. Railroad Avenue/Linda Mesa Avenue
7. Railroad Avenue/Prospect Avenue
8. Railroad Avenue/Church Street
9. Railroad/Danville Boulevard/Hartz Avenue
10. Hartz Avenue/Project Driveway
11. Railroad Avenue/Project Driveway

The most critical time of the day for traffic operations in Danville is the p.m. school commute peak period. Typically, the streets in the vicinity of Danville schools experience their highest levels of congestion during the morning or mid-afternoon school peak periods. San Ramon Valley High School is located at the intersection of Hartz Avenue and Railroad Avenue, about 1,500 feet north of the Project. On a typical school day classes end at 3:10 p.m. and school traffic leaves the area, causing traffic congestion in the adjacent streets and intersections for about 15 minutes before to 20 minutes after the bell. Other schools in the study area include Montair Elementary School, San Ramon Valley Christian Academy and St. Isidore School. The congestion, caused generally by school related traffic and periodically by diverted freeway traffic, can be significant in the Old Town during the peak periods. The study intersections were studied for the following peak periods:

- Weekday a.m.
- Weekday commute p.m.
- Weekday school p.m.
- Saturday a.m. (10 a.m. to 12 noon)

Intersection level of service (LOS) analysis was performed for the following four scenarios:

1. Existing Conditions
2. Existing Conditions plus proposed project
3. Cumulative (2030) No Project Conditions

expected to provide adequate parking supply for the increased parking demand from the expansion of the Danville Hotel.

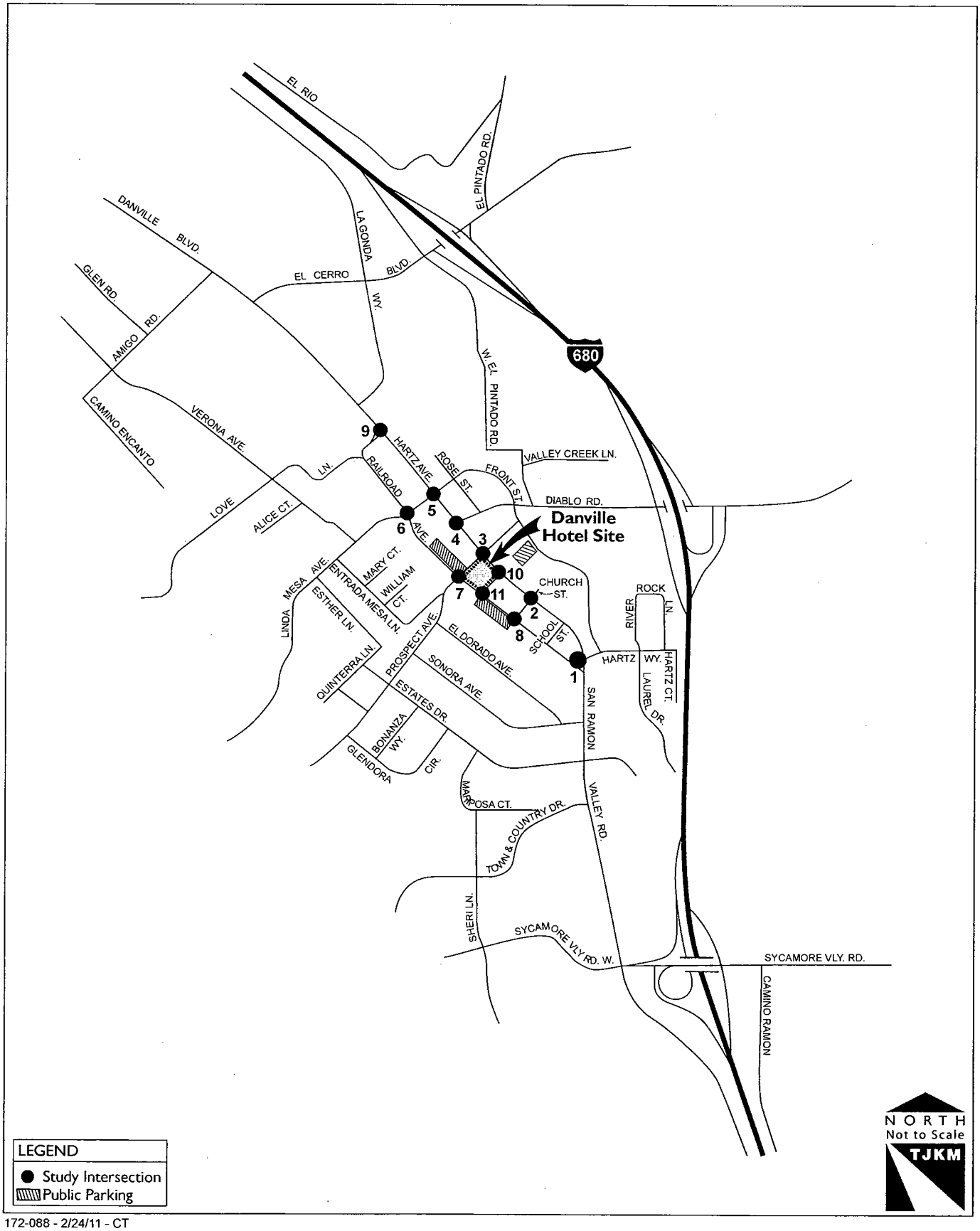
To faciliate safe pedestrians crossings on Railiroad Avenue to the Railroad Parking Lot, a lighted in-ground crosswalk (in-pavement lights) is recommended to be implemented on Railroad Avenue at Short Street.

In addition, a 40-foot parking space on the north side of Railroad Avenue, immediately to the east of Prospect Avenue and along the frontage of the project, will be designated as loading zone in order to facilitate the loading and unloading of trucks as well as patrons to the site.

Town of Danville - Traffic Impact Study for the Proposed Danville Hotel Expansion

Figure 1

Vicinity Map



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Working with Town staff, LTKM determined the proposed project's trip distribution based on the traffic volume counts and previous experience and familiarity with the area. Figure 4 illustrates the projected trip distribution, and Figure 5 illustrates the Project trips at the study intersections. It should be noted that these are the additional expected traffic volumes, generated by the proposed project.

10.2 seconds of additional delay for each vehicle stopping on Prospect Avenue, during the commute p.m. peak period. The expected LOS E is an acceptable level of service for the Downtown area.

Study Participants

TJKM Transportation Consultants

Christopher Tran, PE, AICP	Project Manager
Chris Kinzel, PE	QA/QC Report Review
Jeffrey Lacap	Transportation Engineer
Dan Harrison	Graphics
Cindy DeRonchey	Word Processing

Persons Consulted

Nazanin Shahgerin	Town of Danville
Tai Williams	Town of Danville
Kevin Colley	Town of Danville

References

- Institute of Transportation Engineers, Trip Generation, Eighth Edition, Washington D.C., 2008.
- Institute of Transportation Engineers, Parking Generation, Third Edition, Washington D.C., 2004.
- Transportation Research Board, Highway Capacity Manual 2000, Washington D.C., 2000.

Appendix D – Level of Service Worksheets: Existing Plus Project Conditions (Scenario 5)